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[Greg, J.R.]

Observations on the
proposed duties on the
exportation of coals.

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OBSERVATIONS

ON THE

PROPOSED DUTIES

ON THE

EXPORTATION OF COALS;

WITH

TABLES AND STATEMENTS,

FROM

PARLIAMENTARY RETURNS

AND OTHER AUTHENTIC SOURCES.

APRIL, 1842.

^{by}
[J. R. Greag]
LONDON:

RIDGWAY, PICCADILLY; AND P. RICHARDSON, CORNHILL.

Price One Shilling.

40995
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17. 2

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OBSERVATIONS, &c.



It is proposed that a duty of 4s. per ton should be charged on all coal exported to foreign countries, *either in British or Foreign ships*, without any distinction. As the law now stands, there is *no duty* (except a nominal one of 10s. per cent.) *on coal exported in British ships*, or, of course, in ships of countries with which treaties of reciprocity have been entered into; but a duty of 4s. per ton is charged on all coal exported in the ships of those foreign countries with which we have no treaties of reciprocity. This has been the law since 1834.

Previous to 1834, the duties on the export of coal were as follow:—

3s. 4d. per ton on large coal exported in British ships.

2s. 0d. per ton on small coal exported in British ships.

11s. 0d. per ton on large coal exported in Foreign ships.

4s. 0d. per ton on small coal exported in Foreign ships.

In 1834 the duties were placed on the present footing, of a free export of coal in British or in reciprocity ships; while 4s. per ton was imposed on all descriptions of coal exported in Foreign ships, not in reciprocity with this country.

It is now proposed to charge on coal exported in British and reciprocity ships the same duty of 4s. per ton which has hitherto been charged only on foreign ships, not entitled to the advantages of reciprocity, *thus subjecting all British and Foreign ships without distinction to the same rate of duty.*

Before examining the policy and probable consequences of the imposition of this duty, should it be ultimately maintained, it is necessary to revert to the grounds on which the coal duty was removed in 1834.

Grounds on which the Coal Duty was removed in 1834.

The ministers who proposed to remove the duty stated, that they did so *expressly to give encouragement and extension to the mining and the shipping interests, both suffering from the pressure of distress, by increasing the export trade of the country.* The abolition of the duty on coal exported in British ships, was expected to secure an increased demand for coals, whilst the maintenance of duty on Foreign ships would secure a preference for British vessels. It was stated in the debate, *that this measure was in accordance with an unanimous resolution of the committee of the house of commons, appointed in 1833 to enquire into the distressed state of trade, manufactures, and shipping.* It was further asserted by the ministers of the crown, *that whilst all other commodities were allowed to be exported at 10s. per cent. duty, the same right could not be denied to the coal owner.* Objections were raised, that by increasing the export of coal, the supply in this country might be prematurely exhausted, and that fuel would be furnished at a cheaper rate to the foreign rivals of this country. But it was replied, that the apprehensions of the exhaustion of the supply of coal must be considered as visionary and chimerical, inasmuch as it had been established *that the coal in those districts of Northumberland and Durham, most suitable and available for exportation, was alone adequate to supply the present demand of the country for 1700 years; and that in South Wales there was a further quantity of coal, equal to the supply of the country for another term of 2000 years,* without reference to the almost boundless coal mines of the midland districts. And it was laid down, *that we had no monopoly of the production of coal,* that the produce of coal in other countries came into close competition with our own, and that the only mode in which the export trade of the country in this article could be increased, and the enterprize of foreign countries, in developing their mineral resources, checked, was by removing the duty, and

thus lowering the price of British coal abroad, which would tend to prevent foreign mines from entering into competition, and thus render foreign countries dependent, to a considerable extent, on this country for their supply of coal.

These, therefore, were the great objects contemplated when the coal duty was removed;—to assist the producers of coal, suffering severely from distress,—to give more extended employment to British shipping,—and to increase the export trade of the country, and thus to promote the general welfare.

And the removal of the duty was in conformity with a resolution of the committee of the house of commons on trade and manufactures, of 1833, who recommended the measure with a view to the above objects.

Have these objects been accomplished? or, have they failed?

Results of the Removal of the Export Duty on Coal in 1834.

The answer is, that

The coals exported into foreign countries

in 1833, amounted to..... 450,838 tons

In 1841 to.....1,497,197 „

that about three-fourths of all the coal exported is conveyed in British ships, and the increased employment thus provided has conferred a great advantage on the shipping interest.

The amount of freight on the coal exported to foreign parts in 1841, was above £700,000; and the value of the coal, according to the official returns, was £675,287.

The mining interest has thus been benefited by an increased demand for coals; the developement of the foreign coal mines, which are numerous and extensive, has been checked; and foreign countries have been kept in a great degree in dependence on us for their supplies; our ship owners have been relieved, and their interests promoted and fostered; while the country at large has profited by the improved activity and extension of various important branches of industry, and at the same time by having obtained this addition to its general trade.

In considering the value of the export trade in coals, it is always to be remembered that the freight on coals is on the average, more

than equal to the original cost; that the average price of coals at the port of shipment being for *small coals* about 3s. per ton, and the average value of all the coals exported being, according to the official returns, 7s. per ton; the average of the freights to all ports will be 10s. to 12s. per ton; which freight must be paid by the foreigner who receives the coals, to the British shipowner, in addition to the original price of the coals.

Having seen, therefore, the grounds on which the coal duty was removed in 1834 from coal exported in British ships; having seen that the objects contemplated by the removal of the duty have been accomplished; it may be expedient to examine whether any countervailing disadvantages have accompanied the removal.

Has the increased demand for coal for exportation caused the price in this country to be raised? On the contrary, the price is now lower than it was previous to the removal of the duty.

Of no coals has the consumption augmented in a more extraordinary degree than that of those used for the purposes of steam navigation, and for the manufacture of gas.

Yet the average price of steam coals in the river

| Thames, after deduction of all duties and dues, was in..... | 1830 per ton | s. | d. |
|--|--------------|----|------|
| While the price of the same coals was in 1840 | „ | 17 | 6 |
| And in..... | 1841 | „ | 16 9 |
| The price of gas coals was in | 1830 per ton | 19 | 4 |
| Ditto | 1840 | „ | 16 2 |
| Ditto | 1841 | „ | 15 0 |

The price of best coal for household purposes

| was at Newcastle and Sunderland in | 1830 per ton | 12 | 4 |
|------------------------------------|--------------|----|------|
| | 1840 | „ | 11 0 |
| | 1841 | „ | 11 0 |

The British consumer has therefore benefited by the extended working of the coal mines consequent on the increased demand for exportation. A large additional capital has been invested; new districts of coal have been made valuable to the landlords; new harbours have been made for its shipment; while the cost of production and the price of sale have been simultaneously reduced in consequence of the increased extension given to mining operations.

$$(1) = \frac{£675287}{1497197} \text{ or } = 9.46 \text{ Ton. } 24.25$$

What then are the grounds on which it is projected to impose a duty on the exportation of coals in British ships, and of the probable consequences?

Examination of the grounds on which it is now projected to impose an Export Duty on Coal.

It is said, first, that the exportation has increased greatly without yielding anything to the revenue; and next, that by allowing coals to be exported free of duty, an advantage is given to the foreign manufacturer. That by imposing the duty of 4s. per ton, a revenue of £200,000 per annum may be obtained, and the foreign manufacturer subjected to an additional charge to this extent on the fuel he consumes.

It must be borne in mind, that the express ground on which the export duty was removed in 1834, was, that the export of coals might be greatly increased, and in taking off the duty, it was of course intended to abandon the revenue. But it is stated that the revenue derived in 1833, on the export of that year of 634,000 tons, was £64,710. therefore the revenue on the export of 1840, to foreign countries of 1,300,000 tons, would amount to £200,000.

The calculation on which the proposal of the coal duty is founded, is therefore, that the imposition of a duty of 4s. per ton, will in no degree diminish the export of coals.

The price of small coals at Newcastle and Sunderland, which form a very large proportion of the whole quantity exported, is 3s. per ton. On these coals the proposed duty would be no less than 130 per cent.

The average price of all the coals exported is, according to the official returns, 7s. per ton, and the duty would therefore amount to nearly 60 per cent. on the whole.

Is it possible that a duty to this extent could be imposed without checking the exportation? The effect of the removal of the duty of 3s. 4d. per ton on large coal, and of 2s. per ton on small coal, the average duty being 2s. 8d., was to give a great stimulus to the working of coal mines and to the exportation of coal: the imposition of the higher duty of 4s. per ton must necessarily exercise a precisely contrary influence, with reference to all the objects which were contemplated and accomplished by the removal of the duty.

As a measure of revenue it must unquestionably prove unproductive. That a duty of from 60 to 130 per cent. cannot be imposed without greatly reducing consumption, must be at once palpable and apparent, and the financial calculation on which the proposed duty is founded, cannot be realized. The growth of the export trade in coal was occasioned by the removal of the average duty of 2s. 8d. per ton, and the imposition of a duty of 4s. per ton, must infallibly paralyze and destroy the export trade in this article.

But the proposition of the duty is stated also to be founded on *general grounds of policy*.

The abolition of the duty by the legislature in 1834, was founded *on principles of general policy—those principles have accomplished precisely the objects which were contemplated, an increased export of coal, and increased employment of British shipping. On the faith of these principles thus adopted, and successfully carried into practice, large capitals have been invested; and it is now proposed to act on principles directly the reverse, to impose a heavier duty than that which was taken off, and to undo all that has been done.*

The reason, the justice, and the policy of this course of proceeding, as regards our own commercial interests, will form the subject of future observation. The immediate question now is what would be the effect of this duty on the export trade.—That the export of coal would be materially diminished is at once clear. How would foreign interests and foreign manufacturers be affected? It would appear to have been supposed that foreign countries are entirely dependent on Great Britain for their supplies of coals. A few facts will suffice to shew that this supposition is unfounded.

The country which receives from hence the largest quantity of coal is France—

In 1840 France received from England 394,000 tons of coal; the declared value being £129,000; and on which the freight would amount to nearly £200,000.

| | |
|---|-----------|
| But France received from England, in | |
| 1835, according to the French official | Tons. |
| returns only | 70,900 |
| And France received in the same year from | |
| Belgium..... | 614,900 |
| From Prussia and the Rhine Provinces ... | 80,900 |
| And the French Mines produced | 2,148,000 |

The English coal therefore formed in 1835 only $\frac{1}{11}$ th of the coal imported into France, and $\frac{1}{40}$ th of the whole consumption. English coal now forms about $\frac{1}{4}$ th of the coal imported into France; and probably about $\frac{1}{20}$ th of the whole consumption of that country. It is clear, that the increase of the consumption of English coal in France is attributable to the removal of the export duty.

In 1838 the export from Belgium to France had increased to 794,000 tons, even under the disadvantage of competition with English coal, free from the burthen of an export duty of from 60 to 130 per cent.

The production of the French Mines has thus increased—

| | Tons. |
|--|-----------|
| The total quantity of coal produced in 1814, | |
| was | 675,700 |
| The total quantity in 1835 | 2,148,000 |
| The total quantity in 1839 | 2,994,900 |

At Havre and Rouen, English coal is in close competition with that of Belgium, and a very slight addition to the cost of English coal, much less than the proposed duty of from 60 to 130 per cent. would give the markets of the North of France to the Belgian coal owner. In the South of France, in the district of Alais, near Nismes, which is considered to be the best situated in the country, and the most convenient for exportation for all purposes, and to possess coal of the best quality, large mines have been recently brought into operation by some of the most influential capitalists in France. A railroad, completing the communication with the sea is nearly finished, when the coal can thus be brought to Marseilles at a cost not exceeding in the whole 13s. to 15s. per ton. The cost of the coal of St. Etienne, near Lyons, which has hitherto been the only competitor with English coal at Marseilles, was very much augmented by the distance, and came to about £1. 2s. per ton, the same price at which English coal could frequently be delivered there. With a duty of 4s. per ton, the price of English coal would be at least 26s. The freight on English coal to Marseilles is from 12s. to 16s. and 17s. per ton, according to seasons and circumstances, and consequently the coal of Alais will necessarily take possession of this market, and also enter into competition with us in all the ports of the Mediterranean. The directors of one mining company

only calculate on being able to deliver 1000 tons of coal per day at Marseilles. The quality of the coal, and the prospects of these mines, are spoken of in the highest terms in the *Dictionnaire du Commerce* of 1839, a work of high reputation, composed from official sources, and edited by official personages—in which it is also stated *that this coal may be profitably sent to those ports of the Mediterranean which are now supplied with English coal.*

There are in France seven other large and important coal districts—eight districts of a secondary character—and thirty less important districts which afford local supplies to their several vicinities.

The Spanish coal mines, on the coast of the Asturias, are now producing coal which can be put on board ship at a cost of less than 5s. per ton, and can be delivered at Bordeaux, and the ports of the Mediterranean at 14s. to 16s.: companies are being formed for working these mines more extensively and effectively.

There seems more reason to anticipate that without the imposition of an export duty, the French demand for English coal will be greatly diminished, than to expect either that the export to France can be kept up if the duty be imposed, or that the French manufacturers could be thus impeded in their operations.

In the *Dictionnaire du Commerce*, it is said, “*the profits of coal mines are more considerable in France than in England, and we shall very soon be able to manage this branch of industry more advantageously than the English.*”

After France the most important export of coals is to Holland, to which 205,000 tons of coal were exported in 1840, of the value of £62,000, paying a freight of about £80,000. The export in 1839, to Holland, was 180,348 tons; and in 1841 it had fallen down to 173,378 tons.

In Holland, the coals of this country come into direct competition with those of Belgium, and of the Rhine provinces of Prussia.

At Amsterdam, the cost of good English and Belgian coal is about the same, that is, about 23s. per ton.

If, therefore, a duty of 4s. per ton be imposed on British coal, the Belgian coal will have a decided advantage. It has been already seen that the coal exported to Holland in 1841, had fallen below the export of 1839.

The cost of best English steam coal, at Rotterdam, is about 25s. per ton.

The cost of the Rhine steam coal, at Dusseldorf and Cologne, is about 24s. per ton.

Consequently, the English steam coal cannot ascend to Dusseldorf or Cologne, and the Rhine steam coal does not come down to Rotterdam. But, if a duty of 4s. per ton be imposed on English steam coal, the cost of descending the Rhine being comparatively trifling, the English coal will be exposed to the competition of the Rhine coal, as well as of the Belgian coal, at Rotterdam.

Holland, though not a very large country, receives, with two exceptions only, (Germany and the United States,) the largest amount of British manufactured goods. The exports to Holland, of British goods and produce, amounted in the year 1839, to no less than £3,500,000 declared value.

Is it expedient and politic, with reference to the general interests of the country, to endeavour to subject Holland to an additional tax of £38,000 per annum on the £64,000 of coal which she imports from this country, and on which she pays a freight of £80,000, when she is so large a purchaser of the manufactures of this country.

And, when Holland has the resource of the Belgian coal, which already is in competition with the coal of this country, at equal prices, when the export of English coal to Holland is already declining; when the additional duty of 4s. per ton would enable the Rhine coal also to enter the Dutch market; is it not certain, that with reference to the coal trade only, we should not succeed in laying upon Holland that tax, but should deprive the coal-owners of the greater part of this exportation, and the ship-owners of the larger proportion of the freights they have hitherto received, while the future supplies of Holland would be chiefly derived from Belgium and the Rhine.

And what would be the effect of this attempt at the imposition of a tax on the Dutch people and government?

Holland entered into a reciprocity treaty with Great Britain, in 1837, at a time when there was no duty on the export of coals, of which Holland must always be an importing country, having no coal mines of her own.

In 1842 it is thought that coals are an article of necessity to Holland; that she is dependent for her supplies on this country; and, that we can succeed in imposing on the £64,000 for coal, and the £80,000 for freight, which she pays annually, a duty of £38,000.

The reciprocity treaty, made in 1837, was for ten years, and will expire in 1847.

Would the feeling manifested on the part of the government of this country, by the imposition of a Coal duty, render it likely that the Dutch government would hereafter be disposed to place confidence in our friendship or liberality ?

So far, therefore, as the exports of coal to France and Holland are concerned, amounting in 1840 to 600,000 tons, nearly one-half of the total quantity exported, it is conceived to be clearly established, that the imposition of an export duty must fail in producing a revenue; and that the only effect would be almost entirely to destroy a trade which this country now possesses; to deprive the shipping interest of freights, amounting to above £300,000 per annum which they now receive; *to excite on the part of these nations a hostile and inimical feeling*; and to promote the profitable developement of foreign mining operations, and thus render foreign nations entirely independent of any supply from hence. *For all purposes the coal of Belgium has been proved to be equal to that of this country, and the imposition of this duty would infolibly transfer to Belgium the greater part of the French and Dutch coal trade.*

The exports of coal next in importance are those sent to Russia and the various ports of the Baltic. These constitute perhaps the most essential and beneficial portion of the coal trade, with reference to British shipping and the general interests of the country. The ships which sail to the Baltic to import those commodities which we derive from thence, have been enabled by the abolition of the export duty, to take outward cargoes of coals, and by thus defraying a portion of their expenses, to bring from the Baltic return freights at a lower rate. At the same time many articles of British manufacture have been exported in ships taking in part cargoes of coals, which articles of manufacture could not have borne alone the expense of shipment, had this facility not existed. And while this portion of the trade has been thus advantageous in a general point of view, it has been altogether unattended with any injurious effect, inasmuch as almost the whole of the coal exported to the countries of the north, has been applied to domestic purposes, for which the coldness of climate has occasioned a peculiar demand. There are mines of coal in Sweden from which a supply has been derived, which some years before the removal of the export duty, was more than double

that received from this country. But the competition here is with wood, offered in almost inexhaustible abundance by the forests of the north, and with other descriptions of fuel, and the most clear proof that this trade depends entirely on cheapness, and that it would be destroyed by a duty of 4s. per ton, is to be found in its having doubled in amount since the removal of the average duty of 2s. 8d. per ton. Even now the export to Russia is declining—the export in 1841 being less than that of 1839.

So far as regards the shipping interest, the export to Germany stands on a similar footing. But there is here this further consideration, that Germany possesses rich and extensive coal mines, whose products have been prevented from coming into competition with English coal in the towns approximating to the sea, solely by the consideration of comparative cost. At Berlin the English coal has the advantage over the coal of Silesia and Saxony, but beyond Berlin, English coal cannot penetrate, and it has only retained the ascendancy in Berlin, in consequence of the import duty on English coals having been taken off by the king of Prussia, soon after the export duty was removed here. Germany is the competitor most apprehended by England in manufactures. *But the manufactories of Germany are all established on the Rhine and in the immediate vicinity of the coal mines of Westphalia, Saxony, and Silesia, and never use—and are in no way dependent on—English coal.*

Hanover has considerable coal mines of good quality.

In the Rhine provinces, Westphalia, Silesia, Saxony, and Bohemia, there are extensive coal districts already partially worked, and which will be brought into much more extensive action by the railroads which are now being carried over Germany.

From Hamburg to Berlin, and from Stettin to Berlin, railroads are now in progress. The railroad, which will connect Berlin with Dresden, is already in part completed, while another railroad, which will connect Vienna and Prague with Dresden, and thus with Berlin, is in full operation to the extent of about 150 miles. The coals on the Rhine have been already mentioned. And it should be observed that in 1835 the supply of coal which France received from Prussia and Germany, exceeded that which she derived from England.

The United States received from England in 1839, 52,930 tons of coal; in 1840, 77,000 tons; and in 1841 the export had declined to 52,273 tons

Is this a trade which can bear a tax, or afford a revenue? The declared value of the coal exported, in 1840, was £40,000. The freight would amount to nearly £60,000. In the United States there are considerable mines, for the use of which, rail-roads have been laid down at a cost of £3,000,000.

Examination of projected Duty on Export of Coal with reference to the general policy of the country.

The preceding observations prepare us naturally for a more precise consideration of the proposed duty, and its influence upon the general interests of the country. Sir Robert Peel has said, with reference to the repealed duty on salt, "*The question is, whether we shall revive a duty that has been abolished, and on the faith of which, various contracts, and numerous commercial and manufacturing arrangements have been made.*"

In consequence of the duty on the exportation on coal having been repealed, large districts of that mineral have been made valuable to the landlord owners; new harbours have been formed—English capital has been largely embarked in steam navigation applied to foreign and distant voyages, on which enterprizes the pressure of the coal duty would fall very heavily, the tonnage of steam ships having doubled since 1834—and the value thereof, in consequence of the improved machinery and quality of the vessels having increased threefold—while companies, formed for introducing gas lighting on the Continent, have invested large capitals in these undertakings. *Here, then, are some of the direct commercial and manufacturing arrangements formed on the faith of the reduction of duty on the materials they use*, which should secure the parties interested therein, from this change effected by the Government in the cost of the article on which their respective investments depend for profit or loss.

The proposed duty would produce also an indirect but injurious effect upon the importation of the raw materials of manufactures into this country at the lowest cost. It is well known that most of these articles are of a bulky nature; it is important to reduce the expence of freight upon them, and this the present facility for

exporting coal secures to a considerable degree, being an article that provides an outward freight to a ship. This is peculiarly illustrated in the Baltic, from whence tallow, hemp, flax, and timber, articles of low value, but great bulk, constitute the objects of imports, while our principal articles of export are indigo, cochineal, dyes, drugs, gums, &c., articles of great value, but small bulk; so that it is necessary to have some compensating article of low value for our own exportation, to equalize and reduce the rate of freight. The same reasoning applies to our imports from the Mediterranean, and indeed most places of our intercourse from whence we derive our raw materials; while the export of common goods, such as anchor chains and other heavy commodities, of which whole cargoes can never be made up, has materially increased at Newcastle and Sunderland, since the facility of shipment by coal exporting ships have been provided. Indeed, a great portion of the ships sailing from Newcastle, Sunderland, Hull, and Liverpool with coal, take other goods also. *The manufacturers of the river Tyne, who would from their situation first and principally receive the benefits contemplated by the proposed export duty on coals, could such benefits be really anticipated, are so sensible of the advantage they have derived from the removal of the export duty in 1834, that they have memorialized the government in the strongest terms, against the proposed export duty, stating that the imposition of such duty could not fail to be very injurious to their interests. (See Appendix, No. 11.)*

The evidence before the Select Committee of the House of Commons, on Trade, Manufactures, and Shipping, in 1833, was to this effect: it was asked, whether, if the duty was taken off the export of coal to foreign countries, it would much increase the trade? and the answers were, that "it would very considerably increase it, and be beneficial to both coal-owner and ship-owner;" that "the principal exportation from our rivers, was to the Baltic, France, Holland, and the United States; and that the removal of the duty would increase the orders considerably from these countries."

The exports to those places, then and now, are as follow :—

| 1834. | | 1839. | 1840. | 1841. |
|----------------|---------------|-----------------|------------------|------------------|
| TONS. | | TONS. | TONS. | TONS. |
| 59,690 ... | France | .. 340,373 ... | 394,954 ... | 451,003 |
| 35,000 ... | Russia | ... 78,054 ... | 93,000 ... | 77,152 |
| 111,204 ... | Baltic | ... 248,369 ... | 231,752 ... | 310,277 |
| 94,447 ... | Holland | ... 180,348 ... | 205,757 ... | 173,378 |
| 39,855 ... | United States | ... 52,930 ... | 77,559 ... | 52,273 |
| <u>340,196</u> | | <u>900,074</u> | <u>1,003,022</u> | <u>1,064,083</u> |

These figures show that the anticipations of the legislature, in taking off the then duty of 3s. 4d. per ton on large coal, and 2s. on small coal, were fully realized. The indirect benefit arising from the augmentation of our export, though not so readily demonstrated, may be collected from the tenor of these remarks, and is strongly affirmed by the manufacturers of the river Tyne, in their memorial against the proposed export duty, inserted in the appendix; and if such was the positive advantage resulting from a removal of 3s. 4d. per ton duty, what evils are we not to expect from the imposition of one of 4s. per ton! particularly when it will be seen that the exports to Russia, Holland, and the United States are already declining.

Certainly the idea that the coal exported from this country is principally or considerably employed in foreign manufactures, is an erroneous one; the largest proportion assigned to that object has never been computed at more than one-eighth of the whole quantity, including the sugar refineries in the Baltic; the great consumption is for household purposes, for which the use of English coal has very much increased on the continent. Supposing, however, the use of coal for manufactures was allowed to be any, however large, a part of the whole, *are we not, as a manufacturing nation, establishing a dangerous precedent by declaring our wish on that account to prevent its export, and provoking, by that declaration, a retaliatory infliction of duties by other countries on the exportation of raw materials to us?*

Formerly there was an opinion that England possessed a monopoly of coal, and that her resources of that article were limited; but it will be clear to the most superficial investigation that this mineral

exists in great abundance in Belgium, France, Spain, Germany, Bohemia, Hungary, and the southern parts of Russia,—wanting only time, or the stimulus of what may be considered arbitrary legislation in this country, to start into active competition with our own coal-mines; and as regards our own supplies, the evidence of experienced persons before Parliament, has clearly established an abundance almost inexhaustible; which is confirmed by the recent opinions of distinguished geologists who consider the coal-fields of this country to be far more continuous than was ever imagined.

There is something also peculiarly oppressive in this proposed duty, on the counties of Durham and Northumberland. Their coal fields placed within the reach of the sea, are conveniently situated for the purpose of being carried away; and forming a source of wealth to the parties exploring them. What may be called the staple manufactures of the kingdom, have not seated themselves in these districts, but in the Midland counties where the coal remains for their use, and is not placed under the same favorable circumstances, either for supplying other parts of the empire, or for the purposes of exportation. This statement, has already furnished evidence of the coal fields in France, in Belgium, in Prussia, in Germany, and in the United States. Another formidable rival, viz. Spain, has suddenly appeared as a possessor of coal, and Mons. Aguado, the well-known Spanish capitalist, has recently formed a company, with a capital of £1,000,000 sterling, to work coal mines, and make railways for the transport of their produce in the Asturias. With reference to this undertaking, it is stated, in letters from Madrid, that “The new coal mines opened in the Asturias will derive a useful impulse from Sir R. Peel’s “imposition of 4s. per ton on British coals exported. The miners of Gijon and Oviedo just wanted such a stimulus to induce them to lay out capital in improving their roads and harbours and working their coal mines effectively.” And it has been estimated by a French engineer of eminence, that these coals can be delivered on board ship at a cost of 4s. per ton; (see appendix, No. 10.) English coals would thus be superseded in all the ports of the Mediterranean.

Thus, look which way we will, the delusion of our sole possession disappears, and the fact of a possible and early competition starts upon us; evils we can only avoid by making the most of our

present advantages, and not fettering ourselves for the manifest ultimate benefit of other countries, for the sake of raising a precarious revenue at the expense of interests which are not only certain and direct, but are also intimately interwoven with all the commercial interests of the kingdom.

It must not be forgotten that the exportations of coal have served—by their united amount of cost and freight, now exceeding £1,000,000—to assist in regulating the balance of our trade with Foreign Countries. If by the attempt to impose a duty—these exportations be obstructed, there is no ground to expect that they would be replaced by an increased sale of any other articles of British produce or manufactures. The payments now represented by the exportation of coal could be made only in gold, and we should thus act in direct contradiction to those principles, whose importance, with reference both to our commercial interests and monetary system, has been so recently distinctly recognized.

Export Duty on Coal would justify Export Duty on all other Articles.

So far these observations have been confined to the discussion of the accuracy and justice of the statements and arguments upon which the proposal to impose a duty on the exportation of coal is founded. It is presumed to have been shewn that those statements and arguments are based upon erroneous assumptions, and that they contain nothing which could justify the imposition of a duty, but that such duty would be at variance with those principles of prudence and policy hitherto recognized as most consistent with the interests of the country. It has been shewn, that examining the question with reference solely to the views and principles upon which the export duty on coal has been proposed, that upon those very views and principles the export duty cannot be maintained. But may it not be fairly asked, *why should an export duty be justifiable on coal rather than on any other commodity?*

When the export duty on coal was removed in 1834, it was expressly and distinctly stated, by the ministers who proposed the removal of the duty, "*that when all other commodities are permitted to be exported at a duty of 10s. per cent., it would not be fair to refuse to the owners of this particular commodity permission to export it on the same terms.*" How, indeed, can any distinction be fairly drawn? The coal exported from this country, is so exported because it is cheaper to the inhabitants of the places that receive it, than other coal or other fuel within their reach. It is said, therefore, that this cheapness enables those places to live, and manufacture goods, at a more economical rate, and thus to compete with this country. But there is no export from this country, whether of iron, or of cotton or woollen manufactures, which does not equally depend on the comparative cheapness of the articles exported, with reference to other similar articles. The export of iron to foreign countries at a lower price than those countries could make iron themselves, or purchase it from any other quarter, enables the inhabitants of those countries to live, and to carry on the manufactures of cotton and woollen goods, and to work their mines at a less cost than they otherwise could. The export of British cottons to foreign countries at a cheaper rate than the inhabitants of those countries could purchase their cottons elsewhere, enables foreigners to live at a cheaper rate, and to carry on the manufacture of iron, and of woollen cloth, and to work their mines more economically than they could, if compelled to pay a higher price for their cottons. And in the same manner the export of woollens enables the purchasers to manufacture iron and cotton articles, and to work their mines at a less cost than would be possible if they were deprived of the supply of cheap woollen goods. Unless, therefore, it should be determined to lay a duty on all articles which are exported from this country to foreign countries, because such articles are sold to foreigners at a cheaper rate than they can be purchased or produced elsewhere, thereby enabling them to live, and to manufacture at a less cost than they could, if deprived of these cheap supplies, there can be no reason for imposing an export duty on coal, and the imposition of such duty would be inconsistent both with reason and justice. There is no ground on which the imposition of an export duty on coal could be justified, which would not require

the imposition of a corresponding duty on all articles exported from this country; and to recur once more to the words used by the Government who removed the export duty in 1834—“ *it would not be fair to refuse to the owners of this particular commodity permission to export on the same terms as all other commodities.*”

APPENDIX.

FACTS RELATING TO THE PROPOSED DUTY ON COALS.

No. 1.

*Extract from Debate in the House of Commons, on Customs Acts, 2nd July, 1834,
shewing the grounds on which the Export Duty on Coals was removed.*

MR. POULET THOMSON (*President of the Board of Trade.*)

“ I have now the pleasure to announce to the Committee that there is one duty which it is the intention of His Majesty’s Government entirely to remit, and that is the Export Duty on Coal.

“ *In the first place, if the trade in Coal to foreign parts be extended, it will be of considerable benefit to the ship owners of this country. It is a notorious fact, that the great proportion of coal exported from this country is carried in British ships ; and as it is not my intention to remove the discriminating duty on foreign ships with regard to this article, I trust the trade will be extended, and that a considerable benefit, to one portion at least, of the shipping interests, will result from it.*

“ The reason for proposing to remit the duty entirely, instead of making only a partial reduction, is because an experiment of that kind, which has already been made upon one species of coal, has completely failed.

“ Some time since it was thought that by placing a less duty upon small coal than upon round coal, the exportation of the former would increase, and the necessity of burning it in waste at the pit’s mouth cease. That has not been found to be the case. In point of fact, the export of small coal has not increased at all. On the contrary, it has decreased: 240,000 tons were exported in 1830, 230 or 235,000 tons only were exported last year.

“ Therefore, as long as any duty is continued, it is impossible to expect that there will be any increase in the export of small coal.

"The same observation must, of course, apply to round coal, of which the export has of late increased a little, but only to a very trifling extent.

"Besides, as all other commodities are permitted to be exported at one-half per cent., it would not have been fair to refuse to the owners of this particular commodity, permission to export it on the same terms."

The CHANCELLOR of the EXCHEQUER, (*Lord Althorp.*)

"The strict ground upon which we proceed is, that of all classes of the community, none, at the present moment, are suffering more from distress than the producers of coal.

"We are by no means monopolists in the production of coal. In Holland, for instance, the coal exported from this country is placed in competition with coal the produce of other countries, which have the means of producing it as cheaply as ourselves. Therefore, in proposing to remove the export duty upon coal, I do not think that we are acting upon a bad principle of policy."

MR. G. F. YOUNG.

"I merely rise to defend the right honourable gentleman from the attack made upon him by the honourable member for Bridport, with respect to the duty on coals. When the honourable gentleman made that attack, he must have entirely overlooked the fact that he was himself a member of the Committee on Trade and Manufactures which sat last year, and which, in consequence of the evidence which was adduced before it, resolved unanimously, I think without one dissentient voice, to recommend the reduction of this very duty on the export of coals."

Evidence given before the Select Committee of the House of Commons, on Trade, Manufactures, and Shipping, in 1833, referred to by Mr. G. F. YOUNG, in the above debate.

THOMAS HEDLEY.—Have you any other suggestion to make to the Committee with regard to what you would consider as a means of benefiting British shipping?—I would suggest that taking off

the export duty on coals, would give considerable employment to shipping, particularly to the United States. It is 3s. 4d. per ton.

THOMAS BROWN.—If the duty were taken off the export of coals to foreign countries, would it increase the trade?—I consider that it would very considerably increase it, and would be very beneficial both to the coalowner and shipowner.

What countries would take the largest amount?—I think the principal exportation from our rivers at present is to the Baltic, France, and Holland, and to the United States of America.

Do you think the difference of 3s. 4d. a ton would give considerably increased orders?—I think it would increase the orders considerably from almost all the ports of the Baltic, and from France, and from the United States.

No. 2.

EXTENT OF SUPPLY OF COAL IN THIS COUNTRY.

Evidence of Hugh Taylor, Esq. a Coal Owner, and Colliery Agent and Viewer to all the Collieries of the Duke of Northumberland, in the North of England, for twenty years, before the Select Committee of the House of Lords on the Coal Trade, in 1829.

He estimates that the quantity of coal then remaining in the Northumberland and Durham coal districts, was adequate to supply the present demand for a period of 1727 years.

And he further says:—"It will be understood that this estimate of the quantity of coal in Durham and Northumberland, can only be an approximation; *especially as the south-eastern coal district of Durham, is yet almost wholly unexplored*; but the attempt is made in the hope of satisfying your lordships *that no apprehension need be entertained of this valuable mineral being exhausted for many future generations. There is also a considerable extent of coal-field in the northern and south-western districts of Northumberland, but the foregoing comprises that which is continuous and most suitable and available for exportation.*"

Extract from Bakewell's Geology.

"We have in South Wales, adjoining the Bristol Channel, an almost exhaustless supply of coal and ironstone, which are yet nearly unwrought. It has been stated, that this coal-field extends over about 1,200 square miles; and that there are 23 beds of workable coal, the total average thickness of which is 95 feet, and the quantity contained in each acre is 100,000 tons, or 65,000,000 tons per

square mile. If from this we deduct one-half for waste, and for the minor extent of the upper beds, we shall have a clear supply of coal equal to 32,000,000 tons per square mile. Now, if we admit that 5,000,000 tons from the Northumberland and Durham mines are equal to nearly one-third of the total consumption of coal in England, each square mile of the Welsh coal-field would yield coal for 100 years' consumption; and as there are from 1,000 to 1,200 square miles in this coal-field, it would supply England with fuel for 2,000 years, after all our English coal-mines are worked out!"

It will be observed, that these statements are altogether exclusive of the coal-mines of Scotland, Ireland, and of Yorkshire and the midland districts of England. It is now considered by the most eminent of geologists that the supply of coals extends much beyond what was supposed at the time the foregoing statements were made.

No. 3.

Statement of Prices paid at Newcastle and Sunderland, for Coals of the first quality, shipped for London at the beginning of June in each year from 1801 to 1841.

| Years. | Per Ton. | | Years. | Per Ton. | | Years. | Per Ton. | | Years. | Per Ton. | |
|--------|----------|----|--------|----------|----|--------|----------|----|--------|----------|----|
| | s. | d. | | s. | d. | | s. | d. | | s. | d. |
| 1801 | 10 | 4 | 1812 | 13 | 0 | 1822 | 11 | 11 | 1832 | 12 | 3 |
| 1802 | 10 | 4 | 1813 | 13 | 0 | 1823 | 12 | 8 | 1833 | 10 | 6 |
| 1803 | 10 | 4 | 1814 | 13 | 0 | 1824 | 13 | 0 | 1834 | 10 | 9 |
| 1804 | 11 | 6 | 1815 | 13 | 0 | 1825 | 12 | 8 | 1835 | 11 | 0 |
| 1805 | 11 | 6 | 1816 | 13 | 0 | 1826 | 13 | 6 | 1836 | 11 | 0 |
| 1806 | 11 | 6 | 1817 | 13 | 0 | 1827 | 13 | 6 | 1837 | 11 | 0 |
| 1807 | 11 | 6 | 1818 | 13 | 0 | 1828 | 13 | 6 | 1838 | 11 | 0 |
| 1808 | 11 | 6 | 1819 | 13 | 0 | 1829 | 12 | 9 | 1839 | 11 | 0 |
| 1809 | 13 | 0 | 1820 | 13 | 0 | 1830 | 12 | 4 | 1840 | 11 | 0 |
| 1810 | 13 | 0 | 1821 | 12 | 8 | 1831 | 12 | 4 | 1841 | 11 | 0 |
| 1811 | 13 | 0 | | | | | | | | | |

NOTE.—The prices from 1801 to 1835, are taken from those published by G. R. PORTER, Esq. of the Board of Trade; the subsequent prices are furnished from Newcastle.

| | | |
|--|---|----------|
| The average cost of Steam Coals delivered in the River Thames, after deducting the duty and City dues, was in 1830 | } | 19s. 6d. |
| | | |
| The cost of the same Coals was in 1840..... | | 17s. 6d. |
| And in 1841..... | | 16s. 9d. |
| The average cost of Gas Coals delivered in London, was in 1830 | } | 17s. 4d. |
| | | |
| The average cost of the same Coals was in 1840 | | 16s. 2d. |
| And in 1841 | | 15s. 0d. |

No. 4.

COALS EXPORTED.

| From | 1832. | 1833. | 1834. | 1835. | 1836. |
|-------------------|-------|---------|---------|---------|---------|
| Newcastle | | 233,709 | 230,342 | 313,107 | 415,849 |
| Sunderland | | 176,487 | 149,956 | 154,538 | 170,367 |
| Liverpool | | 50,561 | 59,078 | 61,542 | 90,024 |
| Stockton | | 3,700 | 9,988 | 26,840 | 36,943 |
| Hull | | 7,463 | 12,161 | 10,078 | 15,642 |
| From Sundry Ports | | 58,669 | 50,075 | 56,290 | 61,732 |
| Wales | | 24,981 | 30,404 | 39,299 | 46,135 |
| Scotland | | 74,932 | 69,173 | 71,671 | 76,232 |
| Ireland | | 3,946 | 4,078 | 2,695 | 3,944 |
| United Kingdom... | | 634,448 | 615,255 | 736,060 | 916,868 |

| From | 1837. | 1838. | 1839. | 1840. | 1841. |
|--------------------|-----------|-----------|-----------|-----------|-----------|
| Newcastle | 476,157 | 554,175 | 558,052 | 593,911 | 735,947 |
| Sunderland | 242,463 | 308,168 | 370,620 | 442,987 | 408,515 |
| Liverpool | 95,188 | 95,648 | 103,630 | 109,546 | 119,949 |
| Stockton | 46,516 | 86,699 | 111,707 | 132,842 | 167,241 |
| Hull | 6,225 | 14,510 | 28,426 | 29,344 | 37,849 |
| From Sundry Ports | 88,281 | 84,725 | 74,169 | | |
| Wales | 76,518 | 65,902 | 68,533 | | |
| Scotland | 78,852 | 101,303 | 130,565 | 158,892 | 215,309 |
| Ireland | 3,410 | 2,579 | 3,715 | 3,651 | 6,140 |
| United Kingdom ... | 1,113,610 | 1,313,709 | 1,449,417 | 1,606,313 | 1,848,294 |

COUNTRIES TO WHICH THE COALS WERE EXPORTED.

| | 1831. | 1832. | 1833. | 1834. | 1835. | 1836. |
|--|---------|---------|---------|---------|---------|---------|
| Russia | 31,379 | 29,552 | 42,736 | 35,214 | 42,061 | 58,500 |
| Norway | 3,774 | 4,454 | 3,622 | 3,573 | 5,602 | 7,165 |
| Sweden | 6,150 | 7,702 | 8,504 | 11,658 | 16,076 | 15,689 |
| Denmark | 62,213 | 62,786 | 74,445 | 72,186 | 83,109 | 86,281 |
| Prussia..... | 15,956 | 27,561 | 24,068 | 23,787 | 43,675 | 43,560 |
| Holland | 123,445 | 123,042 | 114,238 | 94,447 | 115,138 | 127,833 |
| Germany | 44,033 | 52,142 | 69,896 | 50,258 | 66,055 | 62,905 |
| France | 33,686 | 41,015 | 45,218 | 59,690 | 104,138 | 205,140 |
| United States | 15,103 | 42,210 | 28,512 | 39,855 | 19,585 | 30,220 |
| To other Ports | 28,496 | 31,337 | 43,221 | 46,310 | 59,505 | 89,744 |
| Total to Foreign } Countries..... | 360,461 | 417,347 | 450,838 | 433,405 | 549,342 | 719,872 |
| British Colonies & } Possessions..... | 150,370 | 171,099 | 183,610 | 181,850 | 186,718 | 196,996 |
| Total..... | 510,831 | 588,446 | 634,448 | 615,255 | 736,060 | 916,868 |

| | 1837. | 1838. | 1839. | 1840. | 1841. | Declared value of Coals exported in 1841. |
|--|-----------|-----------|-----------|-----------|---------|--|
| Russia | 58,738 | 68,051 | 78,054 | 93,370 | 77,152 | £23,398 |
| Norway | 10,378 | 14,630 | 10,703 | 19,757 | 15,894 | 5,064 |
| Sweden | 13,035 | 23,692 | 24,719 | 21,532 | 26,941 | 7,882 |
| Denmark | 92,275 | 105,109 | 129,005 | 126,779 | 151,146 | 43,096 |
| Prussia | 49,925 | 60,401 | 83,942 | 89,684 | 116,296 | 31,407 |
| Holland | 120,317 | 149,137 | 180,348 | 205,757 | 173,378 | 58,433 |
| Germany | 75,785 | 89,701 | 116,678 | 121,391 | 173,437 | 48,524 |
| France | 272,133 | 334,563 | 340,373 | 394,954 | 451,003 | 155,243 |
| United States | 46,574 | 57,175 | 52,930 | 77,559 | 52,273 | 25,651 |
| To other Ports. | 140,231 | 165,898 | 190,244 | 181,476 | | |
| Total to Foreign } Countries..... | 869,013 | 1,053,727 | 1,196,293 | 1,312,502 | | £351,097 |
| British Colonies & } Possessions..... | 244,597 | 259,982 | 253,124 | 293,311 | | £167,768 |
| Total..... | 1,113,610 | 1,313,709 | 1,449,417 | 1,606,313 | | £675,287 |

Of the quantity sent to foreign countries about 50,000 tons were exported for the use of British Steam Ships.

No. 5.

Quantities of Coal produced in France in each Year, from 1832 to 1834.

| DESCRIPTION. | 1832. | 1833. | 1834. |
|---|-----------|-----------|-----------|
| | Tons. | Tons. | Tons. |
| According to the Official Documents { Coal..... | 1,574,143 | 1,655,654 | 1,991,965 |
| { Lignite | 70,230 | 59,161 | 87,374 |
| { Anthracite ... | 38,983 | 46,868 | 54,808 |
| Total..... | 1,683,356 | 1,761,683 | 2,134,147 |
| To which must be added one-sixth for the local consumption by Steam Engines, and the Labourers, and for deficient Entries.. | 280,559 | 293,614 | 355,691 |
| Total Production | 1,963,915 | 2,055,297 | 2,489,838 |

Quantities of Coal, of all kinds, Imported from each Country into France, in each Year from 1832 to 1834.

| DESCRIPTION. | 1832. | 1833. | 1834. |
|-------------------------------|---------|---------|---------|
| | Tons. | Tons. | Tons. |
| Imported from { Belgium | 489,480 | 580,117 | 620,176 |
| { Prussia, Rhenish Provinces | 46,552 | 75,938 | 63,191 |
| { Great Britain | 37,530 | 41,640 | 48,943 |
| { Other Countries | 2,726 | 4,625 | 14,868 |
| Total | 576,288 | 702,320 | 747,178 |

NOTE.—The above statements are extracted from the Parliamentary papers.

It will be observed that the French official returns of English coal imported into France, differ from the English returns of coal exported to France. It is known that where no duties are payable on exports, the entries are frequently made in excess by the merchants; and the quantities stated to have been exported from England, may be considered as somewhat exaggerated.

Coals produced in France, since 1825.

(From Macgregor's Report on the Continental Tariff and Regulations of France.)

| Years. | Tons. | Years. | Tons. | Years. | Tons. |
|--------|-----------|--------|-----------|--------|-----------|
| 1825 | 1,491,400 | 1830 | 1,760,400 | 1835 | 2,506,400 |
| 1826 | 1,541,000 | 1831 | | 1836 | 2,842,000 |
| 1827 | 1,691,100 | 1832 | 1,962,900 | 1837 | 2,980,700 |
| 1828 | 1,774,100 | 1833 | 2,057,600 | 1838 | 3,113,300 |
| 1829 | 1,862,700 | 1834 | 2,489,800 | 1839 | 2,994,900 |

*Quantities of Coal imported into France in 1788,
and from 1821 to 1835.*

(From the Dictionnaire du Commerce.)

| Years. | England. | Belgium. | Prussia. | Germany. | Other Countries. | Total. |
|--------|----------|----------|----------|----------|------------------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1788 | 184,773 | 57,818 | | | 506 | 243,097 |
| 1821 | 26,515 | 251,801 | 39,808 | 2,463 | 5 | 502,865 |
| 1822 | 31,105 | 267,777 | 35,625 | 2,735 | 6 | 538,880 |
| 1823 | 23,232 | 264,770 | 24,278 | 4,363 | 9,758 | 578,587 |
| 1824 | 25,452 | 394,383 | 38,675 | 2,998 | 56 | 547,456 |
| 1825 | 26,684 | 439,248 | 37,221 | 3,624 | 150 | 630,920 |
| 1826 | 36,930 | 410,608 | 50,011 | 5,144 | 172 | 541,377 |
| 1827 | 47,761 | 423,224 | 60,310 | 7,410 | 175 | 575,886 |
| 1828 | 35,674 | 470,869 | 65,178 | 6,804 | 62 | 696,623 |
| 1829 | 42,840 | 435,940 | 62,120 | 6,540 | 16 | 320,592 |
| 1830 | 51,128 | 510,749 | 65,173 | 3,857 | 13 | 337,298 |
| 1831 | 35,911 | 443,549 | 59,245 | 2,649 | 23 | 326,401 |
| 1832 | 37,525 | 489,604 | 46,161 | 2,566 | 30 | 461,564 |
| 1833 | 42,677 | 580,171 | 70,178 | 3,247 | 350 | 506,927 |
| 1834 | 48,788 | 620,008 | 57,737 | 14,844 | 23 | 741,400 |
| 1835 | 70,908 | 614,978 | 68,430 | 12,529 | 21 | 766,866 |
| 1838 | 327,800 | 794,786 | 89,157 | 15,271 | 419 | 1,227,433 |

No. 6.

*Produce of Belgian Collieries, and Quantities Exported since 1831.
(Official Document).*

| Years. | Produce. | Quantity Exported. |
|----------------|---------------------|--------------------|
| | Tons. | Tons. |
| 1831 | 2,270,000 | 468,000 |
| 1832 | 2,249,000 | 1,287,000 |
| 1833 | 2,708,000 | 576,000 |
| 1834 | 2,747,000 | 654,000 |
| 1835 | 2,902,000 | 685,000 |
| 1836 | 3,143,000 | 761,000 |
| 1837 | 3,263,650 | 789,000 |
| 1838 | | 775,000 |

The produce of 1838 is not yet officially known, but all included, it may be estimated at 4,000,000 of tons.

(Briavoine sur l' Industrie de la Belgique, 1839.)

M. Briavoine states that, since 1830, different companies, whose combined capital amounts to nearly £4,000,000, have been established in Belgium for the purpose of working the coal mines.

Export of Coal from Belgium in 1837.

| | |
|----------------------------------|---------------|
| | Tons. |
| To France | 780,429 |
| „ Holland | 6,685 |
| „ Prussia | 1,726 |
| „ Russia and other parts | 243 |
| Total..... | 789,083 Tons. |
| Value £473,450. or 12s. per Ton. | |

| | |
|---|----------|
| | Per Ton. |
| Price at which | s. d. |
| English coal can be delivered at Rouen..... | 29 0 |
| Belgian „ „ | 28 0 |
| English „ „ Rotterdam | 16 6 |
| Belgian „ „ | 16 9 |

Extract. Morning Herald, 25th April, 1842.

“ *Antwerp, 18th April.*—On Saturday last a trial was made in the British Queen, of Belgian Coal, which were found superior to English coal. This steamer therefore takes a stock of Belgian coal.”

The price of English coal, at Marseilles, is 23s.3d., April 25, 1842.
The coals of the Grande Combe are selling at the same price.

| The quantity of Coals produced in | | Tons. |
|-----------------------------------|--|-----------|
| Prussia, was in 1832 | | 1,300,000 |
| “ “ 1836 | | 1,800,000 |
| “ “ 1837 | | 2,000,000 |

The value of which is about 5s. 6d. per ton.

No. 7.

STATEMENTS AS TO FOREIGN COAL MINES.

(From the Dictionnaire du Commerce, 1839.)

Geography of the Coals in France.—Importance of the Districts or Basins of Coal.—Description of the Coals produced.

The coal is extracted in France from forty-six coal districts. Of the forty-six districts, the following eight produce the chief quantity of coal extracted in France. They deserve particular consideration on account of their extent,—the number and importance of the beds of coal which they contain,—the nature of the coal they yield,—and the navigable means by which they are or can be conveyed.

1. *The Basin of the Loire, comprising the Mines of St. Etienne, Rive de Gier, &c. &c.* is the most important in the kingdom, from its extent, its position, and the good quality of the coal. The quantity of coal produced in 1835, was 890,000 tons. The total quantity produced in France, was 1,980,000 tons. This basin produced therefore $\frac{4.5}{100}$ ths of the total production.

2. *The Basin du Nord, or de Valenciennes—Coal of Anzin, of Raismes, of Abscon, of Denain, &c. &c. &c.*—The coal-field of the Nord is the continuation of the immense stratum which is worked at Eschweiler, near Aix-la-Chapelle and Rolduc, and is found again at Liege, at Namur, Charleroy, and Mons. The product of all these mines is calculated as being $\frac{2.7}{100}$ ths of the production of France.

3. *The Basin du Creuzot and de Blanzy.*—These mines are estimated to produce six and a half tenths of the total production, that is, 130,000 tons, at 6s. 7d.

4. *The Basin d'Aubin (Aveyron).*—This basin produces $\frac{5.1}{1000}$ ths of the total production in France. When the navigation of the Lot shall be improved, the coals can easily be extended to the valley of the Garonne and of the Gironde, as far as Bordeaux. In 1835 the production was about 114,000 tons, at 4s. 1d.

5. *The Basin d'Alais (Gard).*—Coal of Alais. This basin produces $\frac{2.3}{1000}$ ths of the total French production. It has only been worked since 1809, and is one of those on which the country can

rely the most. *The developement of our national industry in the south-east of the Kingdom, the progress of Steam Navigation, and that of our Commerce in the Levant, are closely connected with the prosperity of this basin; but the advantage which it promises will only be realized when it shall have been placed, by means of a railroad, in connection with the chief line of navigation on the Rhone. Certain beds produce coals of a caking nature, suitable, whether used as small or in lumps, to yield coke of a good quality. Others produce a dry coal, which burns without flame or smoke, and which is therefore much sought after by breeders of silk-worms. When the law of June, 1833, for authorizing the opening of a Railway between Alais, Nimes, and Beaucaire, shall be carried into operation,* the use of the coal of Alais can be extended at a moderate price to the neighbourhood of the Rhone, the canal of Languedoc, to Marseilles, Toulon, Narbonne, and Perpignan. It might even be profitably sent to several Foreign Ports of the Mediterranean which are now supplied with English Coals. In 1835 this basin produced only 46,300 Tons.*

6. *Basin of Litry.*—The Coal of Litry is only about $\frac{21}{1000}$ ths of the French production.

7. *Basin of Brassac.*—This Mine produces $\frac{16}{1000}$ ths of the French production, that is to say, 33,200 tons, at 7s. 4d.

8. *Basin of Decize.*—This Mine yields only $\frac{15}{1000}$ ths of the amount of the French production.

IMPORTATION OF COAL INTO FRANCE.

In 1835, the quantity imported was about 766,900 tons. Belgium figures in this Estimate for $\frac{80}{1000}$ ths, England for $\frac{9}{1000}$ ths,

* This Rail-road is now nearly completed. Some of the principal Capitalists of France are interested in the Mines of the Grande Combe, which are now being worked upon a great scale. The quality of the Coals from these Mines is superior, and will be delivered at Marseilles at a cost of 13s. per Ton. The price of the Coal of St. Etienne, near Lyons, delivered at Marseilles has generally been 22s.—about the same price at which English Coal has been delivered at Marseilles. The Directors of these Mines state themselves prepared to contract for the delivery of 1000 Tons per day.

Prussia for $\frac{2}{100}$ ths, Germany for $\frac{2}{100}$ ths, and other Countries for hardly any thing. In addition Prussia supplies us with 400,000 tons of Coke.

Unfavorable state of the Coal Mining operations in England.

The English Coal Mines are not so prosperous as might be inferred from the statement of the large quantities of Coal exported. The results, as stated in English works on the subject, prove directly the reverse; and that, although a few parties engaged in these operations may have acquired considerable wealth, they form exceptions to the general rule. In fact, on opening or sinking a mine, it is very questionable, after having expended considerable sums, that the result will answer the expectations formed; further, when the mine is opened, the works and the men engaged are exposed to a host of accidents which it is impossible to provide against;—the slips of earth, and especially the filtrations which cause inundations, and the explosions of carburetted hydrogen gas which is emitted from the Coal, and the danger of which is not always averted by the use of the Davy lamp. The chances of destruction are so probable, that no Company has yet been found who would insure a Colliery against Fire, Water, and Slips of Earth. *The profits of Coal Mines are more considerable in France than in England, and we shall very soon be able to manage this branch of industry more advantageously than the English.*

The best English Collieries have not yielded more than 10 per cent.; and Mr. Buddle affirmed before a Committee of the House of Lords, that no Colliery has ever yet been able to redeem its Capital by its Profits. The miners, to induce them to immure themselves 700 or 800 feet under ground, and sometimes even 1800 feet, as at Sunderland, require high wages as a remuneration.

It is evident, therefore, that all these circumstances combine to place the English Collieries in a disadvantageous position, without reckoning the dearness of the ground and the enormous amount of Capital employed,—more than £16,000,000 has been sunk in Mining operations, Machinery, and in Ships connected with the Newcastle Mines.

No. 8.

PRODUCE OF COAL IN PRUSSIAN STATES.

(From Dr. Bowring's Report on the Prussian Commercial Union.)

The production of Coal in the Prussian States, in 1836, was somewhat more than 1,800,000 Tons, or about $\frac{1}{4}$ th of the estimated annual produce of England. In 1837 it had reached 2,000,000 Tons. The Imports in 1836 were 67,738 Tons; the Exports 271,822 Tons. There has been a gradual increase in the production of Coal from 1832, when the amount was 1,300,000 Tons. Of the quantity produced in 1836—

| | Tons. |
|-------------------------|-----------------|
| Silesia furnished | 560,000 |
| Thuringia..... | 1,300 |
| Westphalia | 745,000 |
| Rhenish Provinces | 500,000 |
| | <hr/> 1,806,300 |

A Return, furnished by Baron Humboldt, represents the quantity of Coals dug in 1837 at 10,393,479 Prussian Tons, which represent 2,080,000 Tons English, whose value is estimated at about £560,000 sterling, or about 5s. 6d. per Ton.

No. 9.

COAL MINES OF THE UNITED STATES.

(From Chevalier's Letters on America.)

The mines of bituminous coal in the Chesterfield County, near Richmond, in Virginia, are connected with the James River by a small iron rail-road, applicable for horses only, about $10\frac{1}{2}$ miles long, and which cost £4,000 per mile, including materials. *Once put on board in the river, the coals are supplied to the neighbouring counties in competition with the bituminous coal of England and Nova Scotia.*

The beds of anthracite coal in Pennsylvania have given rise to a great number of works of much more importance.

At the present day, scarcely any other sort of fuel is used all along the banks, both for domestic and for manufacturing purposes, than the anthracite coal, which is found exclusively in a rather limited district in Pennsylvania, in the mountains situated between the Susquehanna and the Delaware. It is always used with success under coppers, and it has even been applied to steamers in the place of wood.

The extraction of anthracite coal is considerable. *Several canals and railroads have been constructed, or are in the course of construction, for the purpose of conveying it from the mines to the places of consumption.*

The principal lines established and in progress for conveying the produce of these mines, are—

1. The canal of Schuylkill, leading to Philadelphia. The cost has been £640,000., or £7,440. per mile. It yields a net revenue of 20 to 25 per cent., and conveys 400,000 tons per annum.
2. The canal of the Lehigh, from the sources of the Lehigh to the Delaware; 35 miles long; cost £332,000., or £9,480. per mile.

3. The canal lateral to the Delaware; it conveys to Philadelphia the coal which has come by the canal of the Lehigh. It is 48 miles long, and cost £304,000., or £6,320. per mile.
4. The Morris canal. It supplies the New York market with the coal from the Lehigh. It is 97 miles long. It cost £440,000., or £4,520. per mile.
5. The canal from the Hudson to the Delaware. It is 86 miles long. It cost £504,000., or £5,860 per mile.
6. The Railroad from Pottsville to Sunbury. Its length about $35\frac{1}{2}$ miles. It will cost about £240,000. or about £6,760. per mile.
7. The Railroad from Philadelphia to Reading, in course of construction. It will be about $45\frac{1}{2}$ miles long, and, with the material, will cost about £7,000. per mile.

In addition to these seven great lines, several mining companies have laid down a number of other railways of a smaller size. At the end of 1834 there existed about 132 miles length of these railroads, which cost about £240,000; the length of the seven lines of communication already mentioned is 446 miles, and the cost £2,852,000. making a total of 578 miles, and the cost £3,092,000., or, exclusive of the Canal by the Delaware, 530 miles, and the cost £2,788,000.

No. 10.

COAL MINES IN SPAIN AND THE BLACK SEA.

Madrid Correspondence, from "The Times," 2nd April, 1842.

The new coal-mines opened in the Asturias will derive a useful impulse from Sir R. Peel's imposition of 4s. per ton on British coals exported. The miners of Gijon and Oviedo just wanted such a stimulus to induce them to lay out capital in improving their roads and harbours, *and working their coal mines effectively.*

From report of Mons. Landrin, a French engineer of eminence, upon the coal-field of Riva de Sella, in the Asturias :—

| | s. | d. | |
|--|-------|----|------------|
| Cost of extraction at the workings at Convera | 2 | 0 | per Ton. |
| Carriage on shipboard | 2 | 2½ | ,, |
| | <hr/> | | |
| | 4 | 2½ | |
| Cost of extraction at Pacheco, and carriage } on board..... } | 4 | | 0 per Ton. |

*Peninsular and Oriental Steam Navigation Company's Offices
St. Mary Axe, London, 20th April, 1842.*

GENTLEMEN,—In answer to your enquiries on the subject of Foreign coal mines, I beg to state that I am aware of the existence of extensive fields of coal, one in the Asturias, near the port of *Arvils*, and another in Asia Minor, near the port of *Heraclae*, on the Asiatic coast of the Black Sea.

Regarding the first, I was recently called upon by an English gentleman, who informed me that he had purchased from the Spanish government the right to work the coals, and was desirous to enter into some preliminary engagements for supplying coals to this Company's vessels employed on the Peninsular stations, stating that he estimated that the cost of the coals placed at the water-side for shipment would not be more than equal to 3s. 6d. sterling, per

English ton; and that he felt confident of being able to supply the Company at Lisbon, Cadiz, Gibraltar, and even in the Mediterranean, on much better terms than they are now paying for English coals.

As respects the coals in Asia Minor, they were only discovered last year. Being then at Constantinople on business connected with the establishment by this company, of some lines of steam communication in the Levant, &c. the discovery of coals so near the scene of the contemplated establishments naturally attracted my attention, and I proceeded to the spot, accompanied by a gentleman of much practical experience in the business of working coal mines, being in fact a proprietor and manager of mines in Belgium. We also had with us Dr. Davy, brother to the late Sir H. Davy, a gentleman of considerable geological knowledge; the result of the inspection and analization of the coal was, that the fields were very extensive, the coal of excellent quality, and well adapted for steam navigation, and that they could be cheaply wrought, and shipped for about 4s. per ton.

Dr. Davy forwarded a report upon these coals to Lord Palmerston, and, under the auspices of Lord Ponsonby, Her Majesty's Ambassador at the Porte, I made proposals to that government for a grant of the mines, in order to have them wrought by an English company, which were, however, declined, the Turkish Minister of Finance stating that the mines were about to be worked for Turkish account.

I am, &c. &c.

(Signed) A. ANDERSON.

*To the Coal Trade Committee,
9, New Palace Yard.*

No. 11.

To The Right Honorable HENRY GOULBURN, Chancellor of the Exchequer.

The Memorial of the undersigned Manufacturers upon the River Tyne,
Sheweth,

THAT your Memorialists have heard, with alarm, the contemplated imposition of a duty of 4s. per ton upon Coals exported to Foreign Countries.

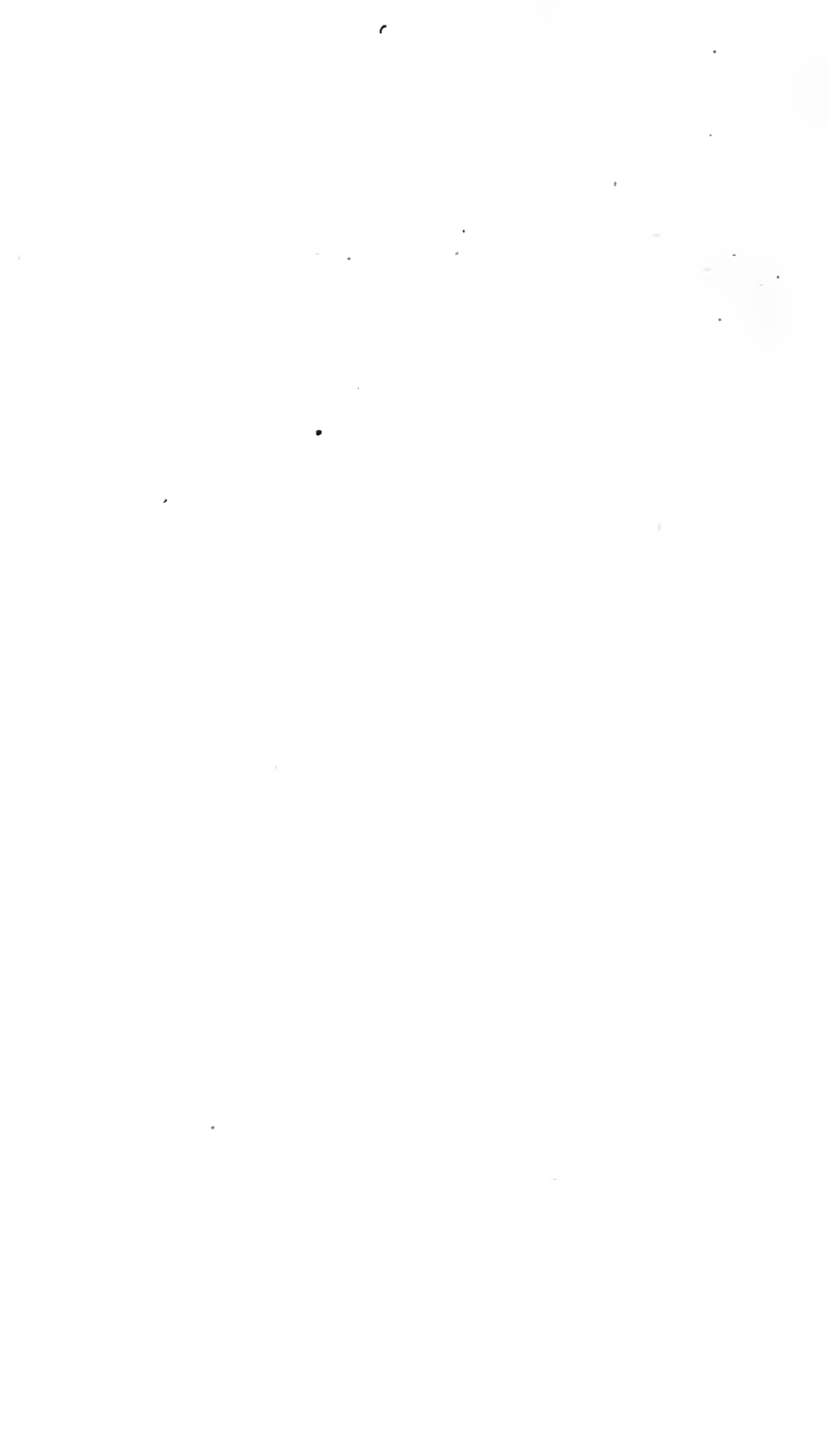
THAT the effect of working Coals for exportation, has been to increase the quantity of Small Coals which are used by your Memorialists to such an extent that your Memorialists are now enabled to obtain them at the low rate of from 1s. 3d. to 2s. per ton, a price below which your Memorialists cannot reasonably expect to be supplied under any circumstances whatever.

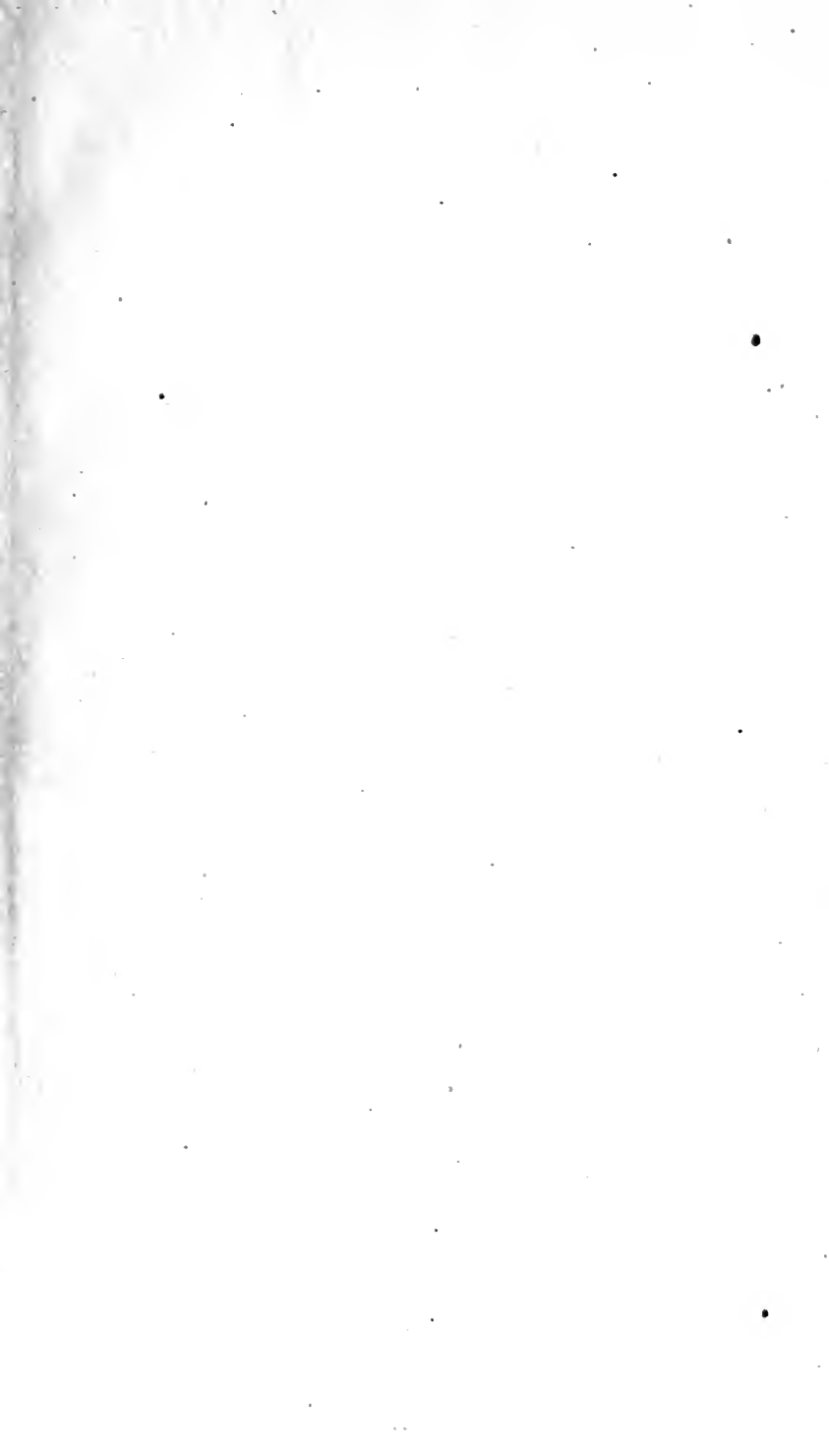
THAT the ready communication which has been obtained with Foreign ports, by means of the numerous vessels employed in the exportation of Coals, has greatly facilitated the sale of the various articles manufactured by your Memorialists, and has consequently increased the value of property employed in manufactories in this district.

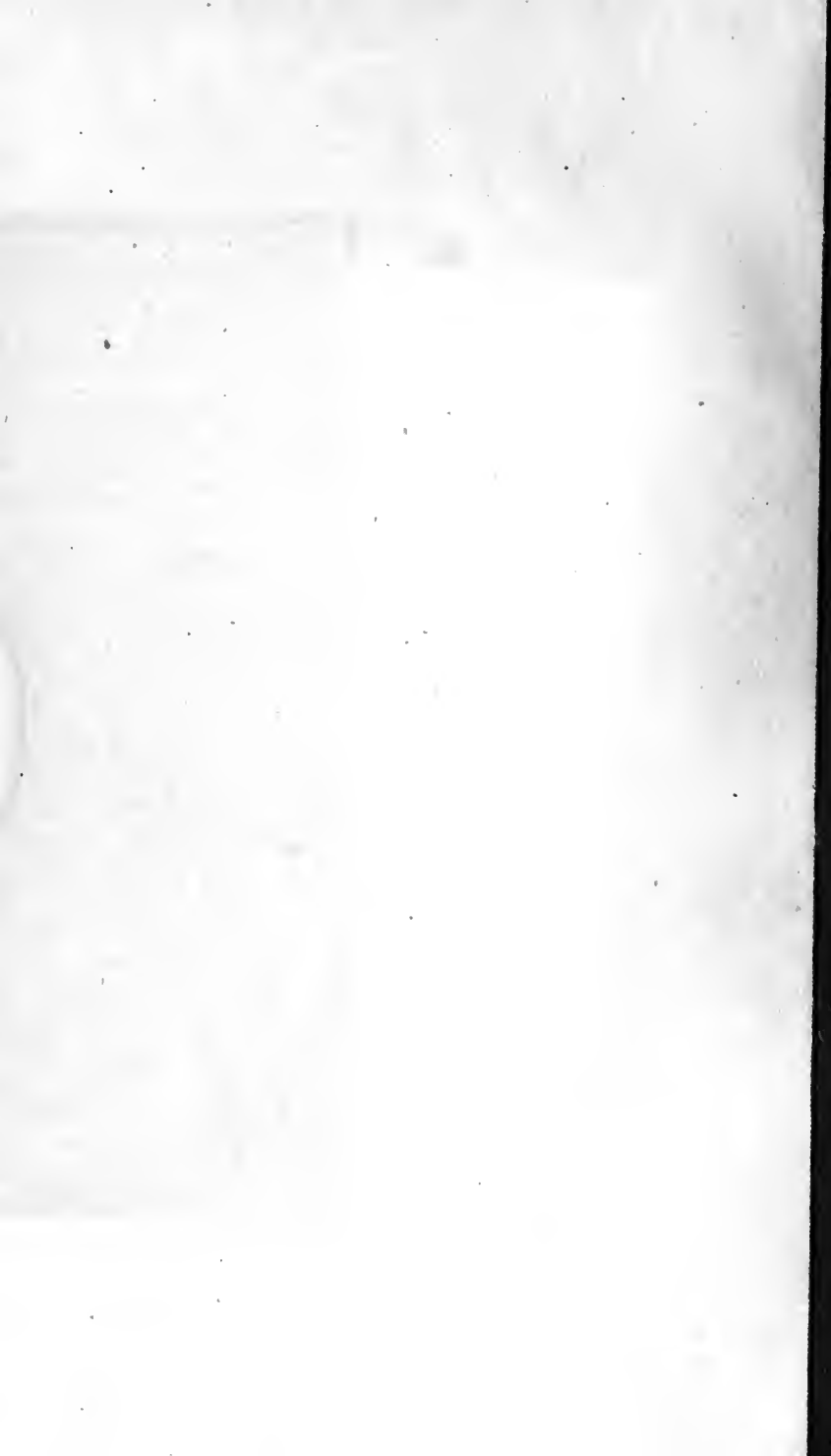
THAT your Memorialists, therefore, seriously apprehend that the imposition of the proposed duty will be productive of very great injury to their interests, as it must, in the opinion of your Memorialists, necessarily check the exportation of Coals to Foreign Countries.

YOUR MEMORIALISTS, therefore, respectfully but earnestly hope that Her Majesty's Government will be induced to abandon the proposed Tax.

SIGNED by Forty-one of the principal manufacturers of Iron, Lead, Glass, Rope, Alkali, Sailcloth, &c. on the River Tyne. Three of these manufactories alone, consume annually, 100,000 tons of Coal.







409951

[Greß, J.R.]
Observations on the proposed duties on
the exportation of coals.

Ec.H
G3186nx

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